



## FROM OUR CHAPTER PRESIDENT

### Who We Are

How does one describe an EAA member? That question does not have a definitive answer.

EAA members represent every aspect of aviation and often have multiple interests. We fly them. We fix them. We even build them.

EAA members are what we like to call the "keepers of the flame." Sure, we love airplanes. But it goes beyond that.

It's about passion, camaraderie, that ol' can-do spirit, and a grassroots way of sharing our love of aviation with others.

It's the airplanes that bring us together. It's the people who keep us coming back.

Your president,  
Michael D.

## JANUARY 2015

### MEMBERS MEETING MINUTES:

### Minutes of the General Membership Meeting January 13, 2015

by Alex W.

The meeting was called to order by President Mike D. at 7:07 PM in the hangar meeting room. There were 22 members and 5 guests present.

Steve F. gave the Treasurer's report and noted that all current obligations have been paid and hangar rents and a number of membership renewals were received.

Mike Y. gave the Vice President's report and brought the membership up to date on his progress in lining up participants for Aviation Day.

Sylvia P. gave the webmasters report. She noted that to date 12 members have paid their 2015

dues and are in good standing. She thanked all of those who have renewed and welcomed anyone who has not to take advantage of the renewal forms that are available and get their 2015 dues in. She then reviewed the website updates that she has made for the upcoming Aviation Day. Aviation Day flyers can be downloaded from the website and printed.

Gerd P. reminded everyone of the importance of including your EAA membership number on your membership renewal form.

Mike then welcomed the guests to Chapter 99.

Mike said that the plans for the B-17 visit and Aviation Day were progressing and he thought it is going to be a great event. He stressed the need for volunteers to help with both events including setup of the canopies etc. that would be needed. "If everyone pitches in to help a little it will not be a burden on any one individual and everything will run smoothly as it has in the past."

Keith G. reviewed the plans for the Young Eagle event on Saturday the 24<sup>th</sup>, and called for chapter members to attend and help out with the escorting participants to and from aircraft. He also expressed a need for someone to cook pancakes. He is expecting kids from the Sheriff's Explorer Scouts. He also lined up aircraft to fly them and asked for lots of photos of the event. He also noted the preparations for the B-17 visit and echoed the call for volunteers. He also noted that flyers are available to promote the B-17 and encouraged everyone to help distribute them.

Alex W. gave the Secretary's report and pointed out that since there was no December Membership meeting (the Christmas party was held instead) no meeting minutes were published for December.

Mike then called for builders reports. Bill Z. reported that he is going to have Landis K. take a look at the Warner Sportster to help resolve

some issues with the rib to spar mounting as a result of ambiguities found in his plans. John H. reported that his experimenting with various engines for his Kitfox has led him to a diesel engine he now has running, and is preparing for use in his aircraft project. Since he has diesel mechanic experience, he is excited about the conversion of the three cylinder engine. Mike Y. reported that he had been hoping to get his "Fred" back into the air this month but the weather has not been co-operating. He has found a starter that can be fitted to his engine with some modifications and he hopes to have that done by the next members meeting. Larry B. reported that his Mustang is in primer now but he said that he is having second thoughts about it now that there have been three of them lost in the last four months. Daniel C. announced that his project is now on its landing gear and has been out of the garage. He is making real progress with instrument panel and engine work on the horizon. Ernie S. reported that he has solved his problem of bent piston rods on his Barracuda's retractable nose gear and that he has its registration number and the data plate. He hopes to have it in the air in the next few months.

Alex W. said that he came across a reprint of an Kitplane Magazine article about "First Flights" that was part of a three part series that outlined a well thought out approach to planning for the first flight of a homebuilt aircraft. He said that he would like to put it in the newsletter but that it is rather long and that might not be possible. He will try to at least have the links to the articles, if possible, in the newsletter. Several other members related other sources for first flight guidance.

Keith G. announced that he needed the names and information from all Young Eagle pilots so that he can prepare the needed paperwork ahead of time to simplify the processing on the day of the flight.

Todd S. spoke about the plans for Aviation Day and expressed the need for the Chapter to have a Ramp Manager since he would not be able to fill that spot this year. He said that he would be able to work with the Ramp Manager and help out but he cannot commit to the position this year. He also noted the need to get certificates of insurance and endorsements from all vendors operating off of city property.

Jeffrey P. announced that Bill Harrelson is again flying around the world in his Lancair Four and he

can be followed on "Spider Tracks" or on Facebook using his call sign of 6ZQ.

Bill Z. announced that an aviation print has been donated to the chapter to be used as it sees fit.

There being no further business, the business meeting was adjourned at 7:55PM and a break for refreshments was taken. Following the break Gerd P. gave an interesting and informative account of his choosing to upgrade the power plants on his Cessna 340. He covered not only what all was done but also what was promised and what was realized from a performance standpoint. His presentation was well prepared and well received and enjoyed by all.

### YOUNG EAGLES

Our Young Eagles event on Saturday, January 24<sup>th</sup> was pretty much a washout as Mother Nature did not cooperate and kept our planes on the ground. Four members of the Sherriff's Explorer Troop and their leader, Rebecca H. braved the inclement weather as well as two other young people looking for that first flight. Our flight simulator was flying and they all enjoyed trying their hand at flying it. Bob L. and Larry B. pitched in and provided pancakes for everyone. Thanks to the members who came out the day was not a total washout. Check back for our next Young Eagles event.

### PLANE FUN By Keith

#### August Mystery Plane

Mike Y. was again the first to identify last month's mystery Plane. It is a Sling 4. It's a beefed up Sling 2. Gullwing doors instead of the slider, 2 extra seats, more fuel and a little bit more power.



This is a Sling 4 Light Sport and Experimental aircraft produced by The Airplane Factory,

Tedderfield Airpark, Johannesburg, South Africa. "This airplane is truly the "Silver Bullet" of experimental aviation. Nowhere else will you find a lightweight, 4-seat homebuilt capable of carrying 4 adults, their baggage, 6 hours of fuel, cruise at 120+ knots and burn only 6 gallons of fuel per hour," states the designer Mike Blyth. The Sling 4 was developed from the Sling 2 which flew from South Africa to Oshkosh Air Venture in 2009, thus completing a round-the-world flight Westbound. The Sling 4 completed a world flight in an Easterly direction through Los Angeles in 2011. A fuselage stretch, wingspan increase, more fuel capacity, gullwing doors instead of a sliding canopy and re-engined with a Rotax 914 UL turbo engine substantially completed the upgrade. A Ballistic Parachute is an available option. Construction is of 6061-T6 aluminum using solid rivets in the main spars and pull rivets for the rest of the structure. Composites are also used where appropriate, such as engine cowl, wheel fairings and wing fillets. The landing gear is also of composite construction which can take a heavy amount of stress. AN hardware is used throughout. The airplane is available in USA through a distributor, believed to be in Los Angeles; however contact could not be established. For more info: [www.airplanefactory.com/aircraft/sling4kit](http://www.airplanefactory.com/aircraft/sling4kit)

**Specifications:**

Wingspan: 32.7 feet, Length: 20.24 feet, Height: 8.2 feet, Cockpit width: 45 inches. Empty weight: 1,036 lbs, Max. T/o weight: 2,028 lbs. Vne: 140 kts, Vno 120 kts. Vso: 42 kts.

Engine: 4 cyl Rotax 914 UL, 115 BHP, water-cooled heads, air-cooled barrels. Propeller: Airmaster 3-blade, electric constant-speed 72 inch composite.

**Quiz:**

1. Where may an aircraft's operating limitations be found if the aircraft has an Experimental or Special light sport airworthiness certificate?
  - A. Attached to the Airworthiness Certificate.
  - B. In the current, FAA-approved flight manual.
  - C. In the aircraft airframe and engine log books.
  
2. Under what conditions may objects be dropped from an aircraft?
  - A. Only in an emergency.

- B. If precautions are taken to avoid injury or damage to persons or property on the surface.
  - C. If prior permission is received from the FAA.
  
3. Preflight action, as required for all flights away from the vicinity of an airport, shall include
  - A. The designation of an alternate airport.
  - B. A study of arrival procedures at airports/heliports of intended use.
  - C. An alternate course of action if the flight cannot be completed as planned.
  
4. The maximum speed flying in airspace underlying Class B airspace is
  - A. 200 kts.
  - B. 230 kts.
  - C. 250 kts.
  
5. The basic VFR weather minimums for operating an aircraft within Class D airspace are
  - A. 500-foot ceiling and 1 mile visibility.
  - B. 1,000-foot ceiling and 3 miles visibility.
  - C. Clear of clouds and 2 miles visibility.

**Find the answers at the end of the newsletter.**

**Mystery Plane February**



Be first to identify this aircraft. Send your reply to Keith at [knbgordon@comcast.net](mailto:knbgordon@comcast.net)

## FIRST FLIGHT

This article was published in the January 4, 2015 *AVweb* flash and I promised to include it here.

# Homebuilt Flight Testing: The First Flight

**Nothing will take away from the feeling you get from flying a new airplane that you built with your own two hands and the knowledge that you and your team were prepared for it.**

By Paul Dye | January 4, 2015



In previous installments of this short series (in *Kitplanes* magazine), we have discussed the importance of planning your first flight thoroughly, and then preparing yourself for the flight-test environment with specific training. Let's assume then that you have a good plan and have also "warmed up" your flying skills to be ready for the unexpected. We plan and train, of course, so that the unexpected will be a non-event when it happens. A day of flight testing is supposed to end with everyone safe in their beds and the airplane reusable for another day. That should be our ultimate goal, and if we have prepared properly, the actual flight can almost be a letdown when everything goes well. That's OK. Nothing will take away from the feeling you get from flying a new airplane that you built with your own two hands and the knowledge that you and your team were prepared enough to keep the gremlins at bay.

Once again, it is important to remind everyone of the valuable document that the FAA has prepared for us: AC 90-89a. It's good to review the guide to flight testing Experimental/Amateur-Built several times as you plan, train and get ready for

that first flight. If nothing else, it will put you in a methodical frame of mind and keep you sharp. Flight testing is a thinking person's game, and your brain should be fully engaged on the day of that first flight.

## Pre-launch Preparations

First flights are most commonly done early in the morning. This is preferable because of the calm winds and smooth atmosphere, but it is also great to start out fresh from a good night's sleep. I try to make sure that I don't have anything else worrying or bothering me when I am going to do a first flight. According to the plan, I will have arranged for the necessary team members, and they will know when to show up for the pre-flight briefing. No one participates in the flight if they aren't at the briefing. If you have a chase plane and pilot coming from somewhere else, make sure they are there early and ready to go. If they can't physically be at the briefing, dial them in on a speaker phone. Casual meetings above the test field are an invitation to disaster and have gone wrong in expensive (multi-billion-dollar) government test programs, so why would you think they would work out fine for you?



The preflight briefing should include all the team members involved, and it will be much more efficient if everyone has a copy of the plan and can take notes. Briefing ground rules should allow everyone to ask questions and contribute their thoughts on the safety of the operation.

I like to have one person on the team responsible for nothing but trivia, so that the test pilot doesn't have to worry about who's bringing the donuts. This person can easily have other duties, but this particular job is to keep the test pilot focused by intercepting questions and well-wishers and keeping them out of the pilot's hair. Hopefully, the test team will be a group of people

who are familiar with Experimental aircraft, builders and pilots, and they should each be encouraged to do a preflight inspection. If they spot something they don't think is right, they should bring it to the attention of the test pilot, with a suggestion for fixing it (which they are ready to put into action), if it can be fixed on the day of flight. Anything worse than a loose nut or a missing fairing screw should be considered a potential reason for scrubbing the flight. If the test pilot is the builder and he needs to break his flying focus to become a mechanic, then it might be time to recycle and start over on another day.

## Briefing

The preflight briefing should be thorough, attended by everyone involved and conducted with a written outline, copied for each person. Having extra pencils so everyone can add notes and reminders is a great idea. The briefing should be a "question-friendly" environment, and while it is not a time for great debate with the builder or test pilot, anyone should have the ability to call the whole thing off if a safety issue is seen. When I conclude a briefing, I ask each member of the team if they have questions, comments or safety concerns. And then I ask if everyone agrees that we are "Go" for the flight. Despite the fact that for many people, homebuilding is a hobby, this hobby can kill you if you make a mistake. It must be taken seriously.

## Plan Execution



It pays to have several experienced builders and pilots perform their own preflight inspection to see if anyone can catch a last-minute problem. No aircraft is ever perfect—expect to find issues and have tools available.

Briefing complete, the plan should be executed: nothing more, nothing less. First flights have a

great deal of emotion wrapped up in them, from the builder's pride to the fear of potentially serious problems. The team needs to be able to take the emotion out of the game by adhering to the plan. First flights should be short and to the point: a safe takeoff, a flight long enough to check that various systems are performing properly and that the handling qualities are safe for a landing, and then a landing on a nice wide runway to keep the challenge to a minimum. Following the flight, the cowls should come off once again to confirm that there are no leaks or pending hose or wiring issues. Why do I say "once again"? Well, one of the keys to an uneventful first flight is ground testing. The engine should be run enough times (but not allowed to get so warm that you prevent subsequent break-in of a new engine) and the cowl pulled afterwards, so that all of the little oil leaks and fluid drips are found and fixed before committing to flight.

Taxi testing is a whole different issue that deserves its own article, but enough "moving around" should be done to ensure that the brakes and steering work and the airplane is controllable at slow speeds. Check for leaks again. Put the cowl on and run it. Take the cowl off and make sure that nothing rubs or saws into anything critical. Did I say that you should check for leaks again? If you do enough of this, then the inspection after that first flight should produce a clean engine compartment, just as expected.



The ground crew chief should have her or his own checklist that includes helping the pilot make sure he or she hasn't forgotten anything and is properly strapped in before the flight.

## Ground Crew

I like to have one person designated as the ground crew chief to make sure that the chase

plane launches on time (if used) and that the pilot of the test plane can concentrate on mentally preparing for any contingency that occurs early in flight. The crew chief helps keep folks away, while making sure that the pilot is properly strapped in, com cables are connected, checklists are in the airplane...all of the things that are easily forgotten. The fact is, as the test pilot focuses on the flight, he is going to lose a bit of awareness of the outside world. It is easy to forget a pair of sunglasses or a pen or the key to the airplane. He is about to take a new machine aloft, and though the odds of an incident are low, the consequences can be severe. One of the best test pilots I have ever met (a man who has walked on the moon) had a great response to reporters who asked him if he was nervous before a particularly important first flight. "Look, if you're not nervous before taking a new machine aloft for the first time, you obviously don't understand what you are about to do!" So expect some butterflies, and have a good chief to take care of the trivia.

### What the First Flight Is All About



As always, the test pilot has the final authority to take the airplane up or not. He or she should personally sign off on any inspection squawk found by the team.

There are so many safe ways to conduct first flights that it would be futile (and wrong) to write a detailed, specific outline here and give folks the idea that it is the only way it should be done. Instead, let me take a moment to discuss once again the purpose of the first flight. It is to make sure the airplane flies and is safe to continue the flight-test program, and to make a safe landing. That's about it, in a nutshell. You don't need to write down a lot of test data (you'll do that on subsequent flights, and many complex homebuilts with even a minimal EFIS record the

data these days anyway), and you don't need to do anything fancy. You can make the second flight fancier if you want, but keep the first flight simple. Many first flights these days are done with new or newly overhauled engines, and the manufacturers have specific break-in recommendations that preclude much low-speed operation. Get up, make sure it is safe, and get down safely. I don't recommend a specific length for this flight, but it needs to be long enough for the pilot to get comfortable with the airplane for the landing, and meaningful enough for the airframe that you give it a chance to shake itself out a bit. I like a takeoff, orbits of the field, a little calibration/validation of the airspeed indicator (if possible), an approach to the stall (not a full stall, just a feel for the buffet), a check of the approach speed on the ASI, and then a landing. I don't rush to get on the ground, but I fly a strict test plan, and only those items on the plan.



Power failures are the most common mechanical issues experienced on first flights. Take extra time to go over the firewall-forward installation one more time before buttoning things up for flight.

As to the flying? If you have taken the time to get good transition training and done your practice, the actual flying of your new airplane should hold few surprises. Fly precisely and be at the top of your game, especially during the critical minute of that first takeoff, when you are most vulnerable to a systems problem that could result in being off the end of the runway. Pay attention to your altitude, especially if this is a high-performance airplane with lots of excess climb capability. Most pilots I know tend to hold a little more backpressure in the turns than needed, and before you know it, you can be a lot higher than you intended. This isn't a bad thing, unless you have the floor of positive controlled

airspace above you. You'll have to split your attention between the outside and the instruments more than usual. Pay close attention to engine gauges in the initial part of the flight, but don't panic if you suddenly see something drop from a good value to zero. For instance, if 20 gallons of fuel vanishes instantly, it is far more likely that the gauge has failed than that you had a tank rupture. If your rpm look very low or very high, consider how the engine sounds. Oil pressure is one thing that you absolutely must have in an internal-combustion engine to keep it running, so pay attention to what that gauge is telling you. I prefer to have both a gauge and a warning light triggered by an oil switch for redundancy. Of course, if one says you're good and the other says you're not, which will you believe? With an anomaly like that, it is time to put the airplane on the ground as safely and expeditiously as possible.

### Keep It Simple the First Time



The Cooper/Harper chart is a great way to perform a qualitative evaluation of a new aircraft during the postflight debriefing. The rating logic will quickly lead you to an understanding of the seriousness of any deficiencies found by the pilot.

Ignore all the fancy stuff: the EFIS, GPS, radios, DVD player. They are not important on this first flight, so only use what you need and forget the rest until later. Autopilots have no business logging time on flight number one, unless they are integral to the control system, and you can't fly without them (unlikely, unless you are building for Boeing). On that first landing, give yourself plenty of room and time, pick a runway that is long and wide, one you have been into many times before, and make yourself

comfortable. If you don't like what you see or feel, go around and try again. Good planning will dictate that you have plenty of fuel. Throughout the flight, think about how the airplane feels and store that in your mind for later debrief and recollection. And though you've spent years building this thing, don't forget to take at a least a couple of moments to enjoy the thrill of flight. Then put your game face back on and stay professional.

### Keep Your Emotions in Check

Exuberance is normal when you fly your new airplane for the first time, but it should not overcome good sense and planning. Victory rolls, for instance, are frowned upon on a first flight by most professional test pilots. Plan the flight to a set of requirements, then fly the plan. It is often joked that the test pilot loses about half of his or her IQ when sitting in an airplane for a first flight. I've been there many times, and there is a bit of truth to this. You simply are so preoccupied with flying the new airplane that trying to evaluate the safety of something that hasn't been well thought out in advance is going to be hard, if not impossible. Trying to make stuff up is probably a bad idea under these conditions and is not going to end well.

Test flying in the "big leagues," done by large corporations or the military, is done in a very structured and rigidly controlled environment. In many cases, the test organization owns not only the airfield, but all the airspace within shouting distance. They don't have to worry about traffic or intruders (on the ground or in the air). We are not as fortunate, unless flying from our own private strip out in the country. One of the potential reasons for having a chase plane is to have someone else available to look for (and manage) traffic for the test pilot. While we obviously encourage vigilance on the part of test pilots at all times, it certainly lowers their already full workload if they don't have to worry about where the "other guys" are going to be. At the same time, we want to be good citizens, even when we are test flying. We can't demand that others get out of our way; we don't have the right to do that. We can ask that they make way for a first-flight landing, and I can't imagine the pilot who wouldn't break off an approach for a request like this. But we can also do things like circle the field at a reasonable elevation above pattern altitude, and make frequent radio calls that we are up there, to stay out of everyone else's way. Play nice, and others will play nice with you.

## Radio Communications



A post flight firewall-forward inspection is essential to make sure that fluid fittings and lines are still tight and nothing is found to be wearing or chafing on anything else. Take the time to do it right before committing to a second flight.

Announcing on the radio that you are making a first flight is a great idea, as 99% of the folks out there are going to give you wide leeway. There will be a few folks who didn't hear your calls, however, and some without radios, so remain cautious and realize that your "test status" does not give you any legal rights you wouldn't otherwise have in the traffic pattern. Be as predictable as you can, and avoid surprises. Once you have landed, however, don't be surprised if your ground team has doubled or tripled in size. Making those "first flight" announcements on the radio is bound to bring a few local folks by to be a part of the celebration. If this is the end of the flying day for you, then celebrate! Enjoy the experience, and let folks hear about the event...but not until you and your ground team have made sure that the checklist is complete and the aircraft is safe. If you have to do anything special to save your flight data on an electronic system, make sure to do so. Make yourself a few notes on the kneeboard: how it flew and anything that you saw that you want to talk about that might have affected safety. One trick I use to prevent a crowd from disrupting me in the critical postflight phase, when I am trying to shut down and make notes, is to keep the canopy (or doors) closed until I am ready to greet the world. Leaving your headset on is another good way of silently telling people that you are not quite ready to talk to them. Even when you have finished everything else up, you might want a few extra moments to yourself just to savor what you have accomplished, so stay buttoned up in your little flying "cocoon" as long

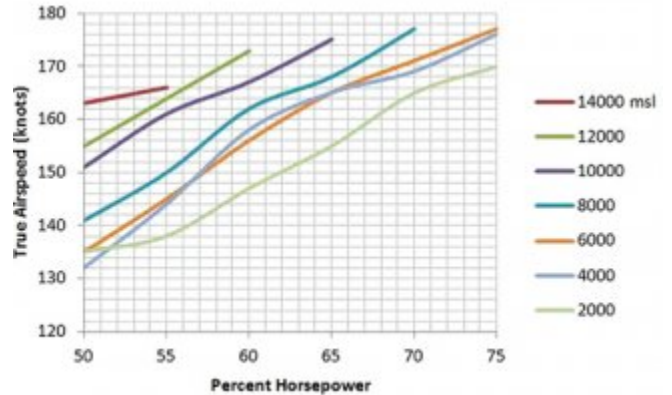
as you want. Then, when you are ready, open up and greet the world.

## Leave Time for a Debrief

Performance Data as of 1/17/12

% HP	14000	12000	10000	8000	6000	4000	2000msl
75						177	170
70				177	171	169	165
65			175	168	165	165	155
60		173	167	162	156	158	147
55	166	164	161	150	145	144	138
50	163	155	151	141	135	132	135

## NX13PL Cruise Performance



With the first flight done, the team can move on to detailed flight testing—obtaining the data necessary for performance charts and numbers that other pilots can depend on later.

When the din has died down and the spectators have drifted away, assemble your team for a debrief. The flight isn't over until you have talked about it! The most important question I ask every member of the team is: Did anyone see anything unsafe? If they did, we talk about it—how it happened, what we could have done to make it better. The next thing I ask is if anyone saw anything that needs to be fixed before the next flight. More discussion and ideas. When you are done, make some notes about what was learned, about the airplane's performance, about your general impressions. Don't forget to save the data files and store them someplace safe. You are going to be flying this airplane a lot, and if you are using data recording, the files will build up quickly. It is easy to forget what was what, and on which flight, so keep good records and be methodical. I have often had to go back several flights to find specific events and data points, and it can be tricky if the file names aren't obvious.





## B-17 Visit and Aviation Day

**Experience HISTORY**

Vero Beach, FL • February 27- March 1, 2015 • Vero Beach Municipal Airport

Join us for an unforgettable experience aboard one of the few remaining airworthy B-17s in the world. Visit [B17.org](http://B17.org) or call 800-359-6217 for more information and to reserve your flight.

**EAA Members: \$409** **Non-Members: \$449**  
(Includes a FREE 1-year EAA Membership)

The above prices are for standard bookings only. E-ET for payment prices are available. Flight is subject to the availability of the aircraft and EAA members and staff. The B-17 is a historical aircraft and the above prices are no longer available for the B-17. © 2014 Experimental Aircraft Association, Inc. "Keep 'em Flying" - Revenues from the B-17 tour help cover maintenance and operations costs for Albatross Overland. Hosted by EAA Chapter 99

A first flight, done well, deserves a hearty handshake and congratulations.

If you have fully prepared and trained for the first flight, the actual flying might seem a bit anticlimactic. Flight testing, while seemingly very exciting, should be as boring as possible in execution. I don't like surprises, because they mean that we missed something in the planning process. And if you have trained fully, then the flying itself should not come close to pushing your limits as a pilot. First flights are rewarding, and they are something to be celebrated, but they are best celebrated when they prove that the airplane, pilot and team all can do what was expected, and everyone came home safe at the end of the day. When all is said and done, that is what a good first flight is all about.

*Paul Dye is an aeronautical engineer, commercial pilot and avid homebuilder with 30 years of leadership experience in aerospace operations and flight testing. He is also an EAA tech counselor and flight advisor who currently flies an RV-8, which he built. He and his wife, Louise, also recently completed an RV-3.*

*This article originally appeared in the January 2013 issue of Kitplanes magazine.*

### **NOTES**

#### **February Speaker:**

Be sure to be at the February members meeting to hear Jeffrey P. give a presentation on "The History of Design Solutions to Loss of Control". Jeffrey says about the presentation that "We've known how to prevent stall/spins since 1929 and here is the history since then". This promises to be an interesting and informative look at how aviation has approached this age old nemeses, the stall/spin. Don't miss it.

Planning is reaching a fever pitch now for the visit of EAA's B-17 and Aviation Day. Planning meetings are being held each Tuesday at 7:00PM and everyone who can attend needs to be there. More Volunteers are needed so if you can volunteer to help out with the B-17 visit call Keith G. at (772)299-0999. If you can help out with Aviation Day contact Mike Y. at (772)643-2306. We need everyone to be involved in these projects for them to be a success.

**Aviation Day**

Hosted by EAA Chapter 99

**February 28, 2015**

**Vero Beach Airport**

772-978-4930 eaa99.org

PUT THESE ON YOUR CALENDAR

ALSO



AND...SUN-N-FUN



RENEWAL TIME

Remember that Chapter 99 Membership dues were due January first. Please get your dues in as soon as possible. You can use the Membership form at the end of this newsletter to submit your payment of \$20. Don't let your Membership lapse. **Remember to include your EAA membership number!**

***IF YOUR MEMBERSHIP HAS LAPSED LET ME ENCOURAGE YOU TO REENGAGE! WE MISS YOU AND MISS YOUR INVOLVEMENT IN Chapter 99!***

If you would prefer to be removed from our mailing list drop me an email at alexwalters@bellsouth.net requesting to be unsubscribed and we will do so promptly.

FROM THE EDITOR

If you would like to contribute a story or news article it would be great. All submissions should be emailed to me at alexwalters@bellsouth.net no later than the last day of the month. Remember if you submit an article from a publication; please include the name and date of the publication so that proper credit can be given. Remember, I am the editor of the newsletter, you are the writers

**Quiz Answers from page 3:**

Answers: 1 = A, 2 = B, 3 = C, 4 = A, 5 = B

**OFFICERS PLANNING MEETING**

*Every Tuesday, 7:00 PM  
Aviation Day*

Hangar Meeting Room  
Off 2703 Flight Safety Dr

*(Interested members  
always welcome!)*

**CHAPTER 99 MEMBERS MEETING**

*2<sup>nd</sup> Tuesday of every month,  
7:00 PM*

February 10, 2014  
Hangar Meeting Room  
Off 2703 Flight Safety Dr

*(Bring an interested guest!)*

**LEARN TO FLY SATURDAY EVENT.**

*Fourth Saturday of announced Month  
8:30 AM*

None Scheduled  
Hangar Meeting Room  
Off 2703 Flight Safety Dr

*(Volunteers always  
appreciated!)*

# JOIN EAA AND EAA CHAPTER 99!

Chapter 99  
Dues per Year:  
\$20.00



**STEP 1: JOIN THE NATIONAL EAA:**

National Membership is required in order to belong to a local chapter. Dues vary on what membership option you choose and do NOT include dues of a local chapter. Log on to EAA.org for most current details and to join online.



**STEP 2: JOIN EAA CHAPTER 99:**

Please print and fill out this form.  
Make your check payable to: **EAA Indian River Chapter 99, Inc.**  
Mail both to:  
**EAA Ch99, 1623 US Hwy 1, Suite B6, Sebastian, FL 32958**

THANK YOU for supporting EAA and local Chapter 99.

Name ..... EAA No .....

E-mail ..... Exp. Date: .....

Street .....

City, State, ZIP .....

Phone (check Home  Cell ) .....

FAA Ratings .....

Aircraft Owned/Under Construction .....

**CONNECT**

with aviation minded people and participate in chapter happenings. Your benefits add up: In addition to your benefits as a member of the national EAA (details at EAA.org), by joining Chapter 99 you will receive our monthly newsletter and e-mail notices of chapter meetings, socials and aviation events. A local chapter supplies helpful information and offers valuable resources. Did we mention the fun and camaraderie that comes with sharing the love of flying, building, or restoring an aircraft?

**Contact Chapter 99**  
Landis (772) 567-2506  
Keith (772) 299-0999

**On The Web**  
www.eaa99.org • info@eaa99.org

**Meeting Location**  
T-Hangar #16  
Vero Beach Municipal Airport  
2703 Flight Safety Drive